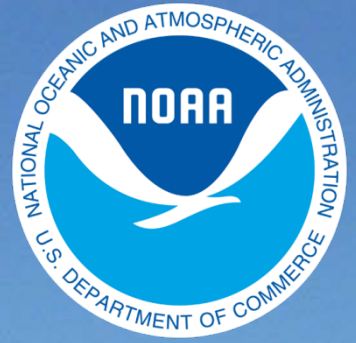


BookletChart™

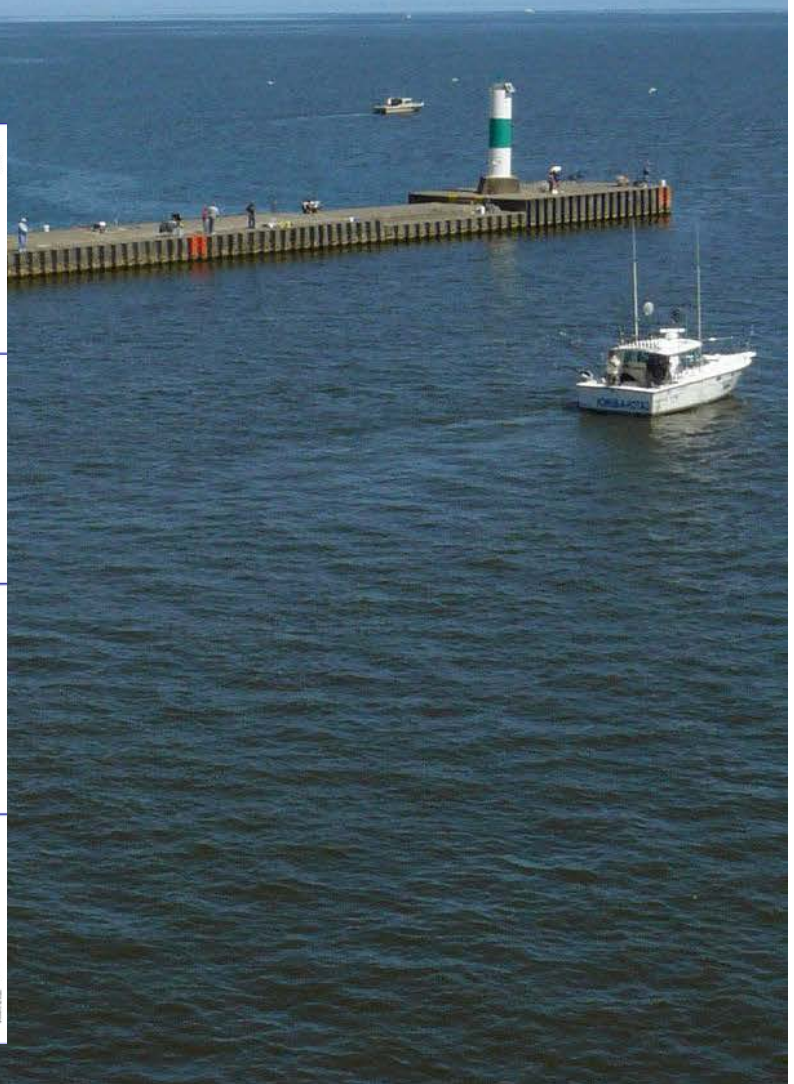
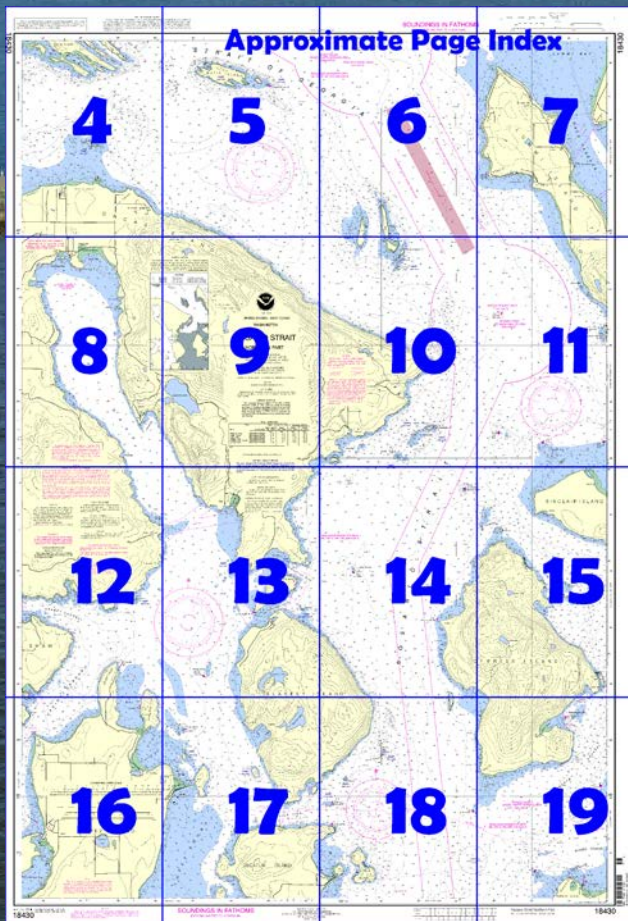


Rosario Strait – Northern Part **NOAA Chart 18430**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18430>.



(Selected Excerpts from Coast Pilot)

East Sound indents Orcas Island NNW for about 6 miles. Depths vary from 15 fathoms at the entrance to 9 fathoms less than 0.2 mile from the head. There are no outlying dangers, and the shores may be approached to within 0.2 mile; however, a shoal covered less than 5 fathoms extends some 700 yards off the W shore, 0.8 mile inside the entrance. Anchorage may be had anywhere in the sound.

Cascade Bay, a small cove on the E side of the sound, about 3 miles N of

the entrance, is the site of a large resort with floats having berths with

electricity for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large white resort hotel on **Rosario Point**, the W point of the bay, is conspicuous.

Eastsound, the largest village on Orcas Island, lies in the W of two small adjacent coves at the head of the sound. The wharf is built out to a depth of 7½ feet; gasoline and water are available. A medical clinic is at Eastsound.

Obstruction Pass, with a least width of 350 yards, separates **Obstruction Island** from Orcas Island, and leads W from Rosario Strait to the inner passages and sounds of the San Juan Islands. A launching ramp and float are on the N side of the pass about 0.6 mile NW of Deer Point; depths alongside the float are about 4 feet. Caution is advised because of the numerous private pilings and moorings in the area. Obstruction Pass is marked by a light on the NE side of Obstruction Island.

Peavine Pass, safer and straighter than Obstruction Pass, separates Blakely Island from Obstruction Island. The pass is a little over 200 yards wide at its narrowest part, and in midchannel the least depth is 6 fathoms. Peavine Pass Light 1, on the SW point of Obstruction Island, marks the W entrance to the pass. **Spindle Rock**, marked by a daybeacon, lies about 0.2 mile offshore from Blakely Island at the E entrance to Peavine Pass.

Currents.—The currents through Obstruction and Peavine Passes have estimated velocities of 5.5 to 6.5 knots at times. Heavy tide rips occur E of Obstruction Island.

Blakely Island Shoal, rocky and covered 11 feet, is 0.5 mile off the W side of Blakely Island and is marked on its S side by a lighted buoy. The passage between the shoal and Blakely Island is deep and clear.

Blakely Island, E of Lopez and Shaw Islands, is privately owned and maintained but open to the public. At its N end, bordering on Peavine Pass, is a small-craft basin and channel. About 65 berths are at the cove dock and inside the basin. An airplane landing strip and lodging are nearby. Gasoline, diesel fuel, water, ice, and some marine supplies are available.

Thatcher Pass, between Blakely Island and **Decatur Island**, is about 0.5 mile wide in its narrowest part. The pass is deep and free of danger with the exception of **Lawson Rock**, in midchannel, 0.4 mile N of Fauntleroy Point. The S point of Blakely Island and Lawson Rock are marked by lights. Thatcher Pass serves as the primary route for ferries transiting from Anacortes to the San Juan Island terminals.

Fauntleroy Point, the NE end of Decatur Island, is marked by a light. With a S wind and ebb current, heavy rips will be encountered off the E entrance to Thatcher Pass.

Leo Reef, in the entrance to **Swifts Bay** on the NE end of Lopez Island, uncovers and is marked by a light.

A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, E of Port Angeles, and in the adjacent waters. (See **161.101 through 161.187**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

Currents.—For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Jul. 24/10
Corrected through LNM Jul. 13/10

HEIGHTS

Heights in feet above Mean High Water.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CANADIAN WEATHER RADIO BROADCAST

The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B.C. CFA-240 162.400 MHz

NOTE C

Mariners are cautioned that the Washington State and/or local government Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of 2° from the normal variation have been observed at the northwest head of East Sound.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

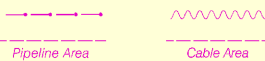
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection
Scale 1:25,000 at Lat. 48°38'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.626" southward and 4.632" westward to agree with this chart.

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance of these animals.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1350 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Thatcher Pass	(48°32' N/122°48' W)	7.8	7.2	2.3
Eagle Harbor	(48°35' N/122°42' W)	8.2	7.4	2.4
Rosario, East Sound	(48°39' N/122°52' W)	8.1	7.4	2.5
Upright Head	(48°34' N/122°53' W)	7.8	7.1	2.5
Tide Point	(48°35' N/122°44' W)	8.1	7.3	2.4
Village Point	(48°43' N/122°43' W)	8.6	7.8	2.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(May 2010)

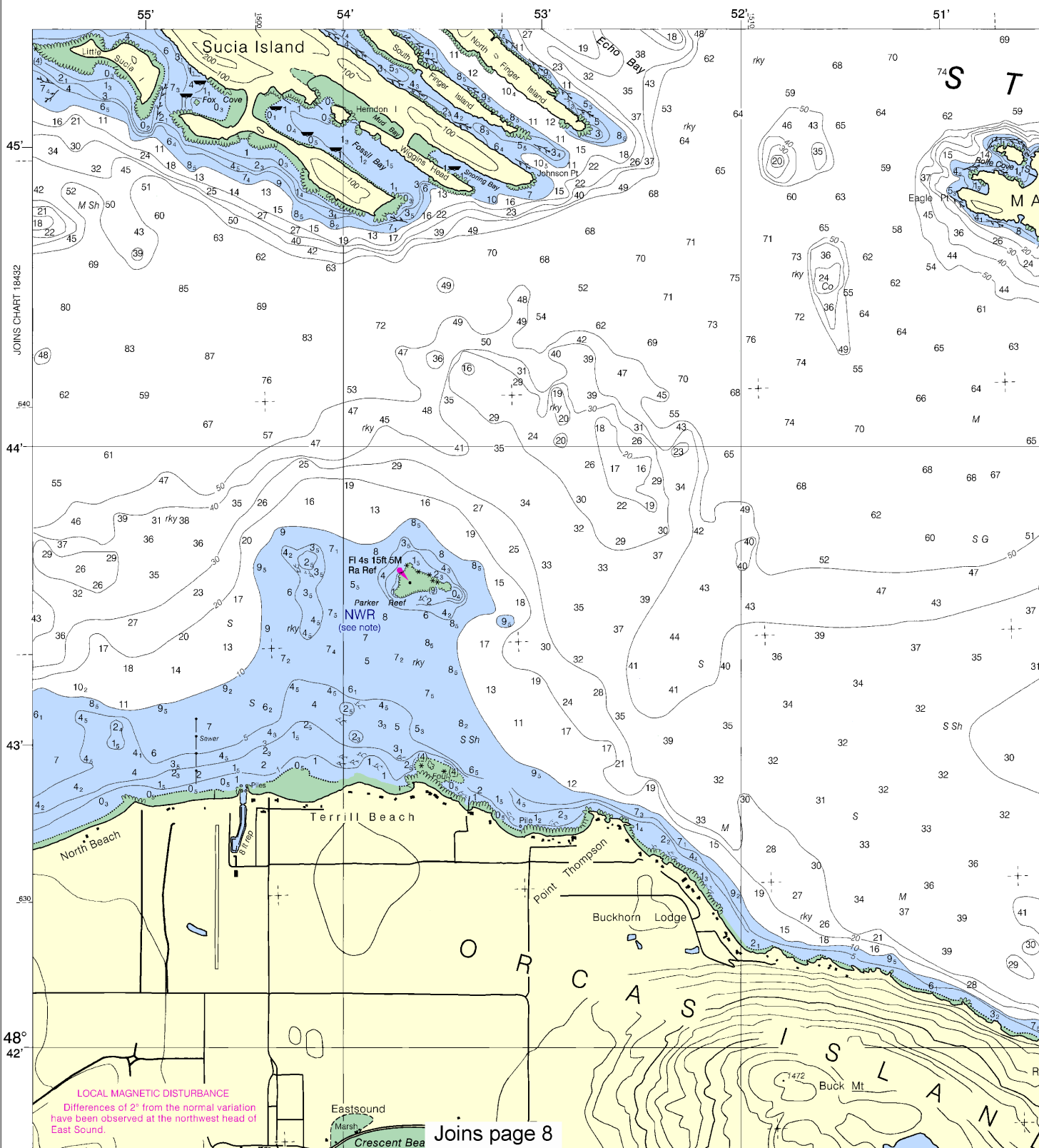
For Symbols and Abbreviations see Chart No. 1

18430

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

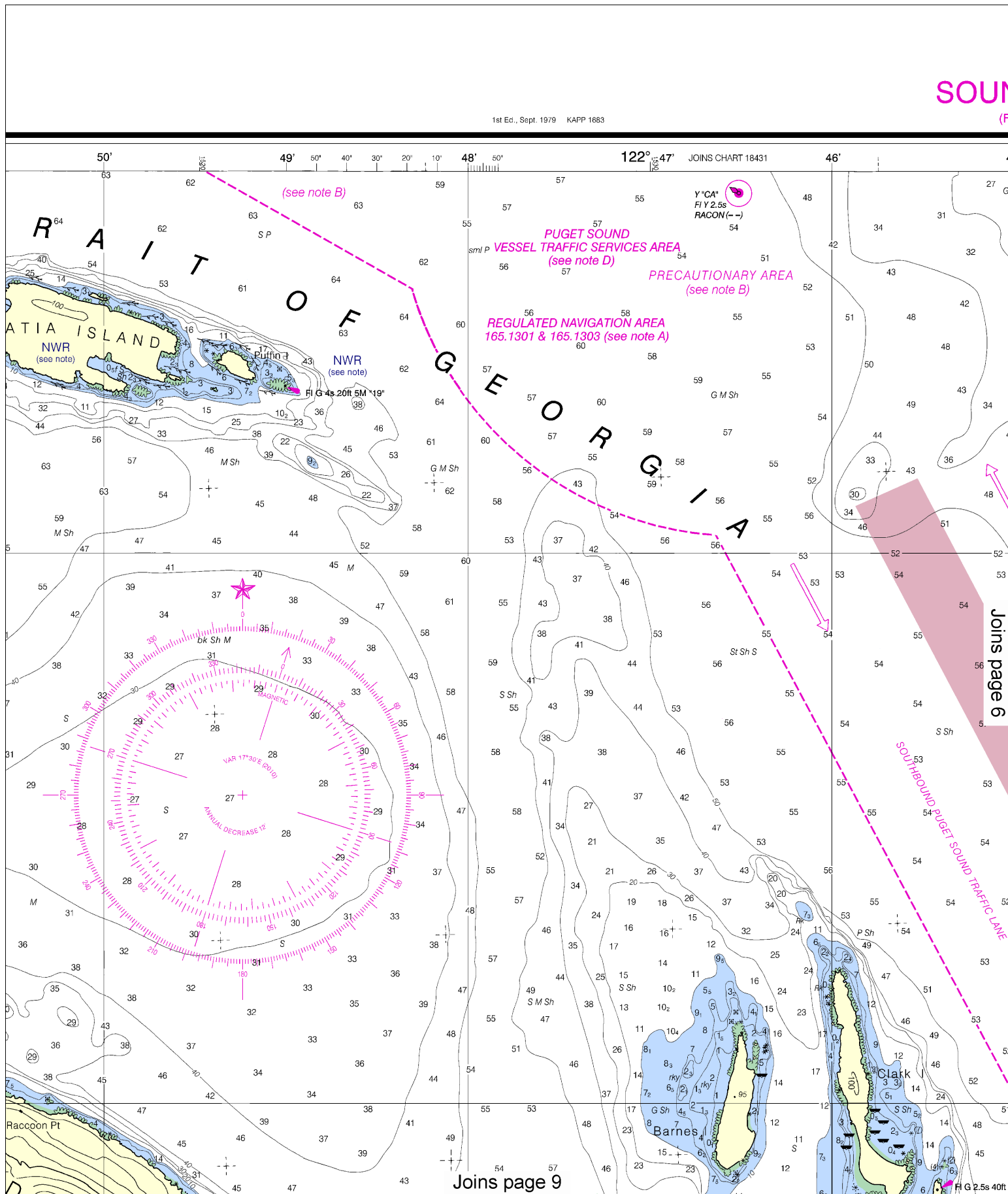
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdna.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



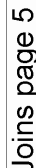
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

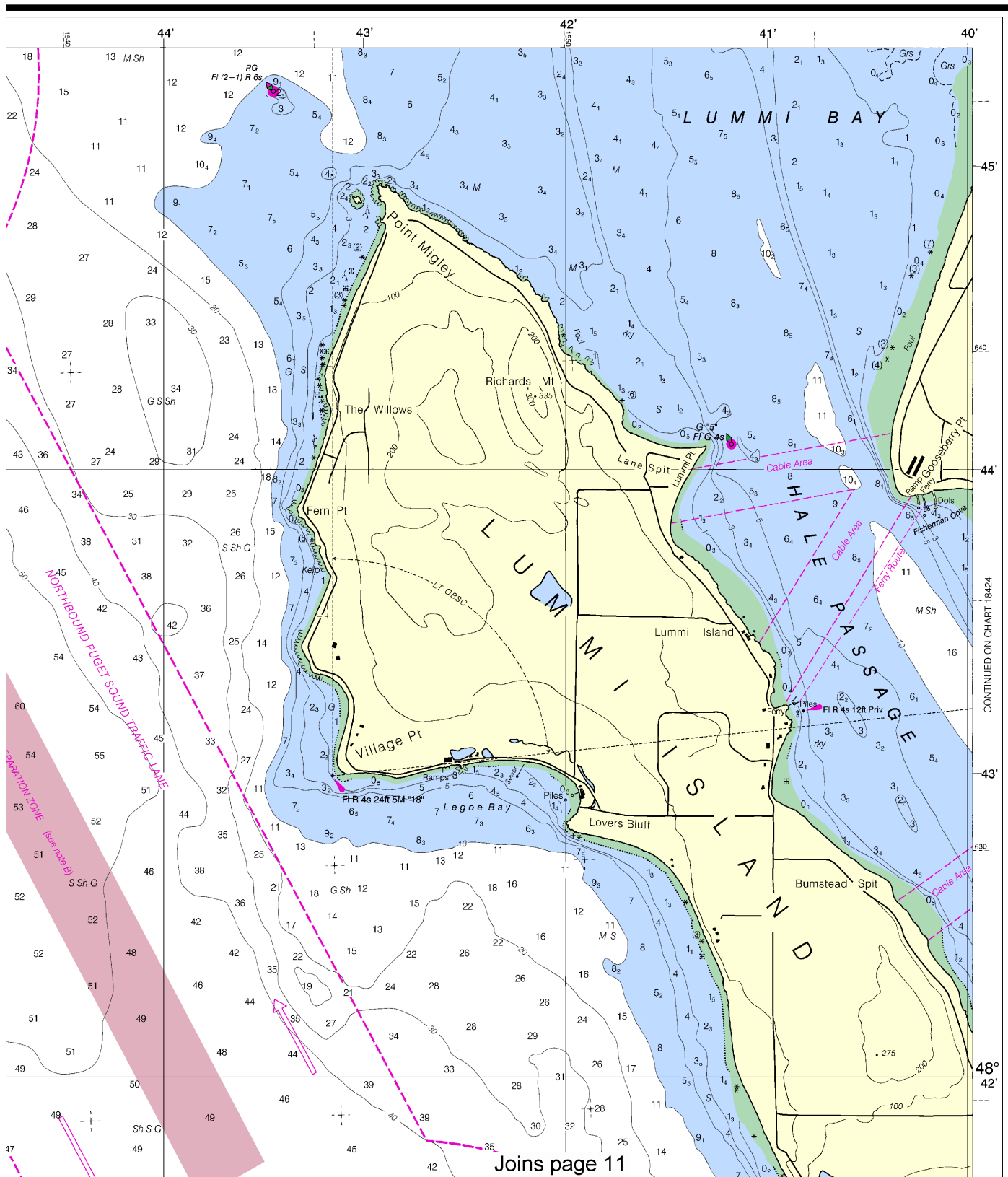
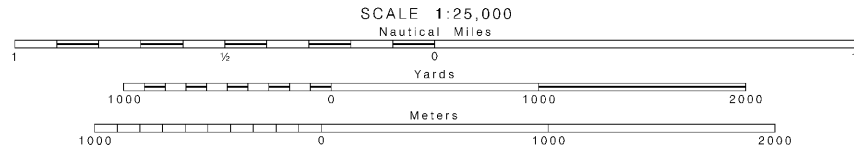


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



NGS IN FATHOMS

(IS AND FEET TO 11 FATHOMS)



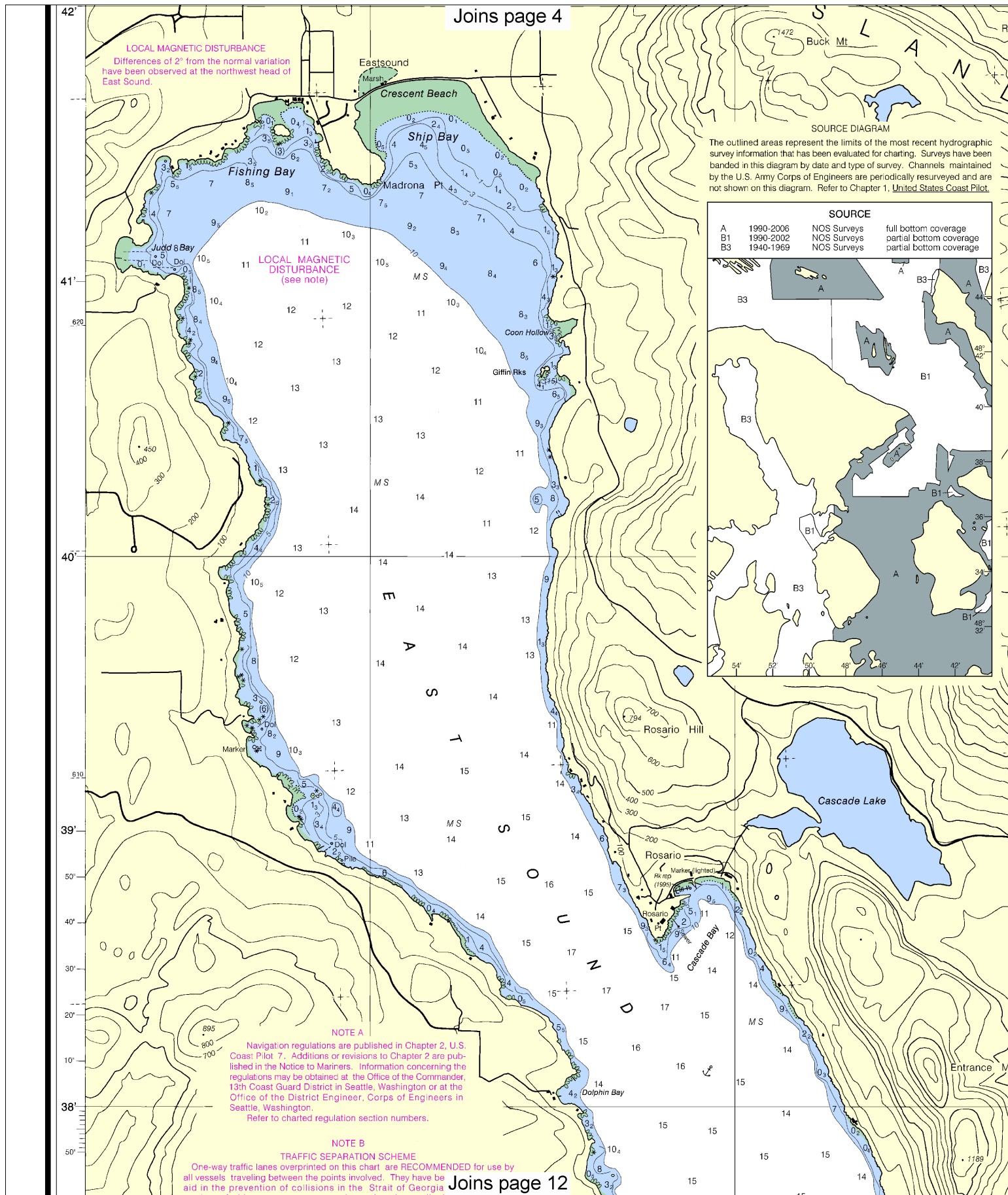
18430

CONTINUED ON CHART 18424

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
 NGA Weekly Notice to Mariners: 5212 12/29/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

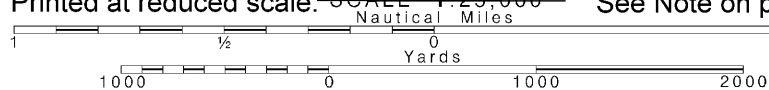




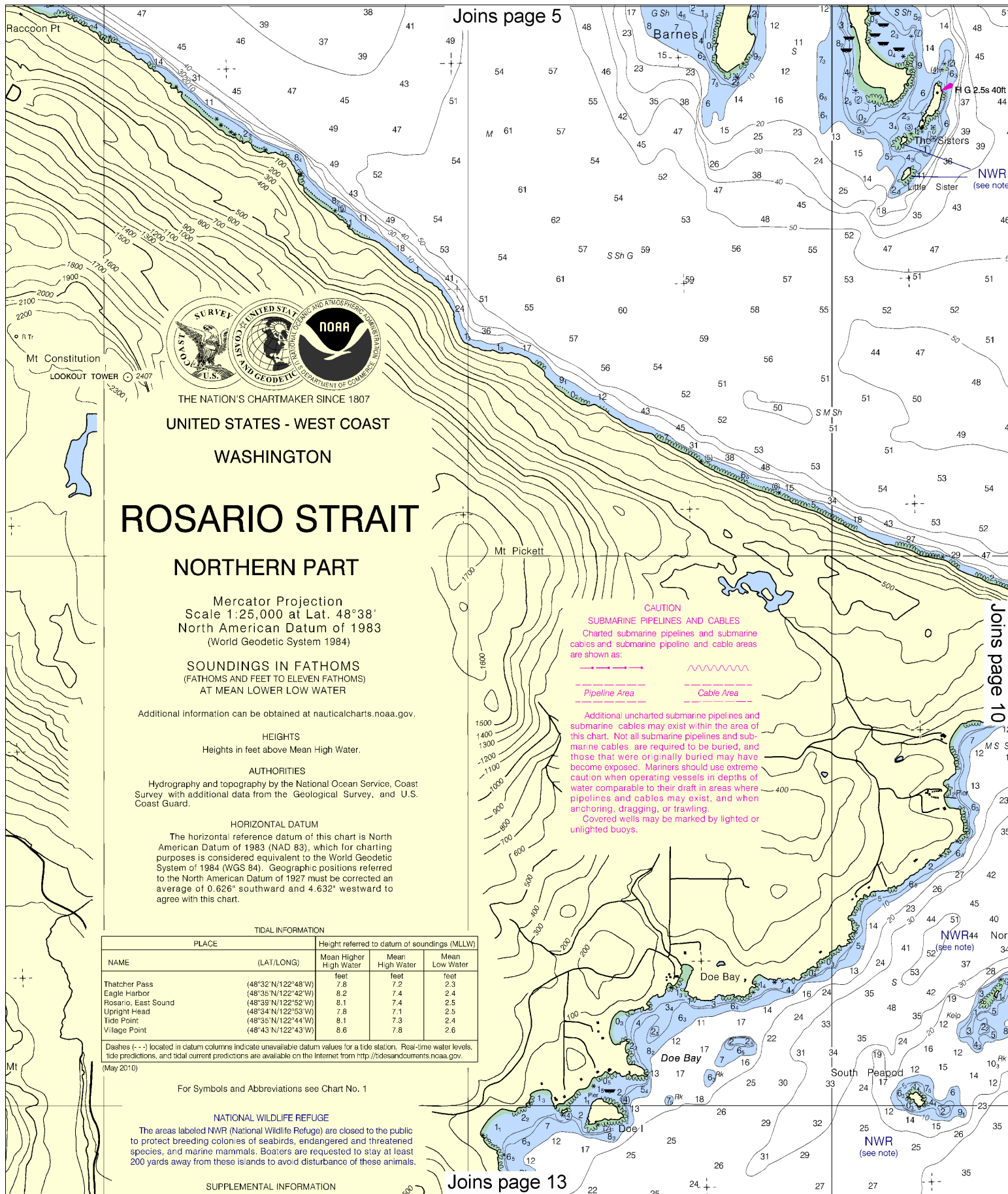
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



See Note on page 5.



ROSARIO STRAIT

NORTHERN PART

Mercator Projection
Scale 1:25,000 at Lat. 48°38'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.626" southward and 4.632" westward to agree with this chart.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Thatcher Pass	(48°32'N/122°48'W)	7.8	7.2	2.3
Eagle Harbor	(48°35'N/122°42'W)	8.2	7.4	2.4
Rosario, East Sound	(48°35'N/122°52'W)	8.1	7.4	2.5
Upright Head	(48°34'N/122°53'W)	7.8	7.1	2.5
Tide Point	(48°35'N/122°44'W)	8.1	7.3	2.4
Village Point	(48°43'N/122°43'W)	8.6	7.8	2.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2010)

For Symbols and Abbreviations see Chart No. 1

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance of these animals.

SUPPLEMENTAL INFORMATION

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

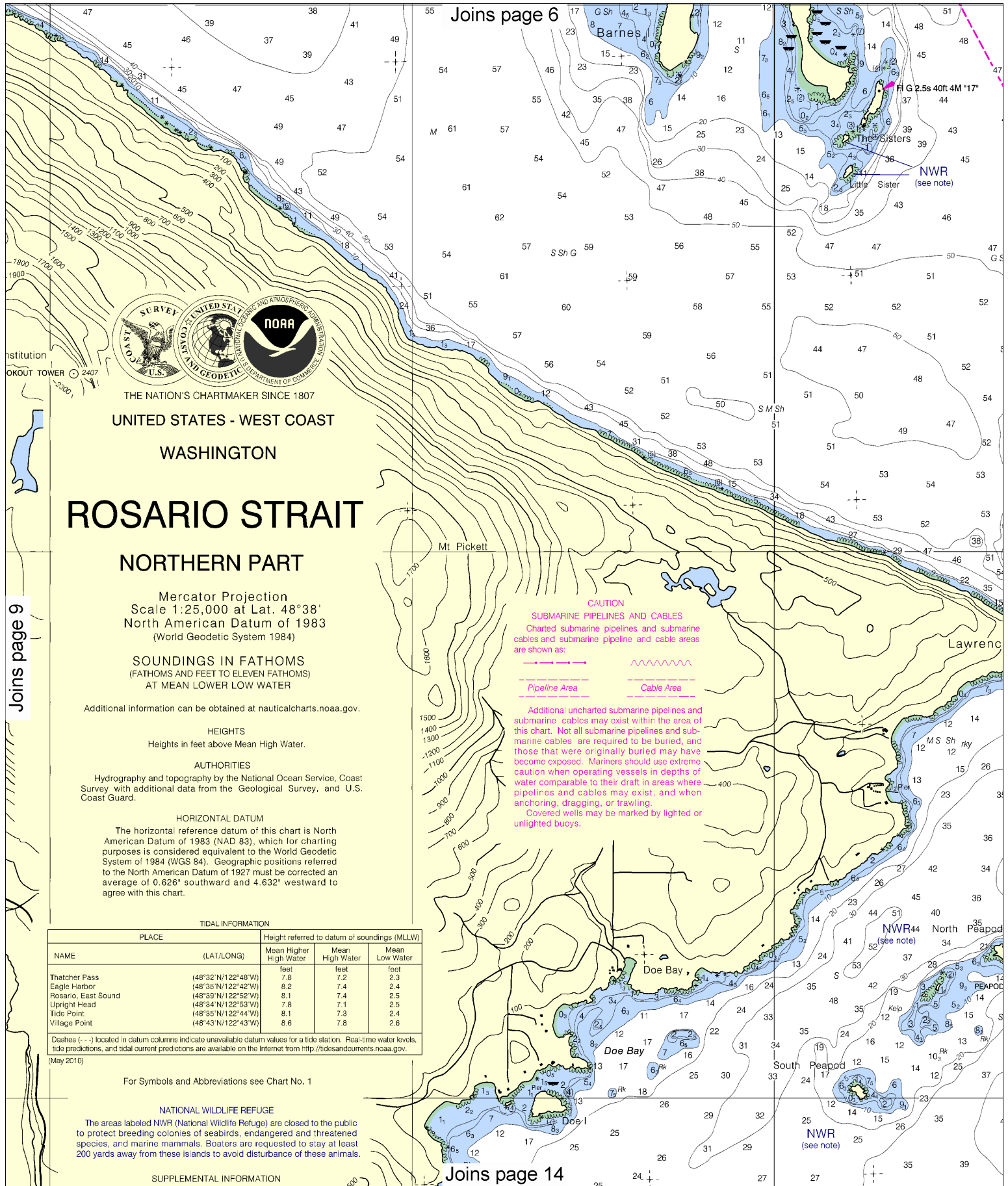
----- Pipeline Area
----- Cable Area

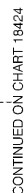
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

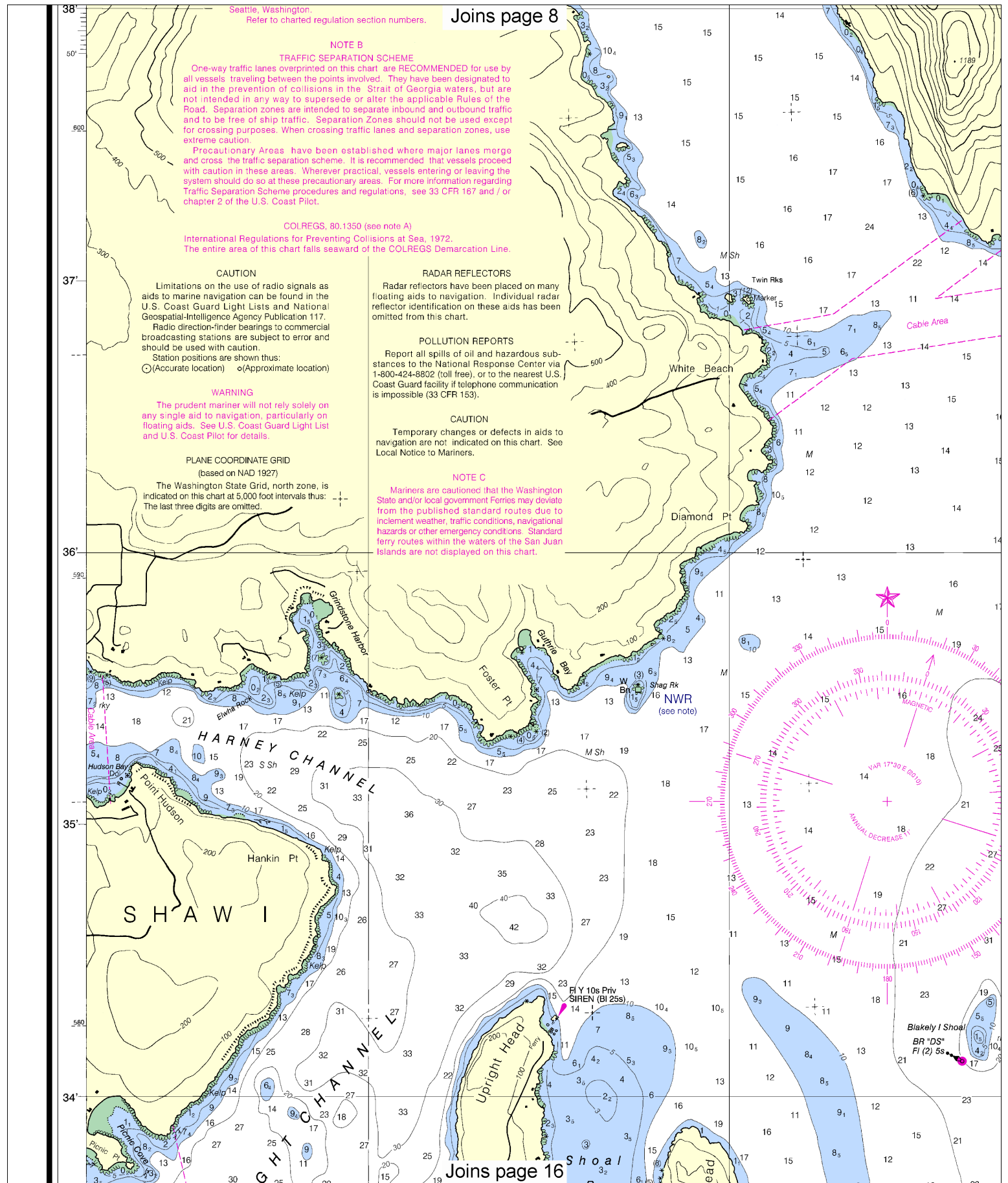
NWR (see note)

Joins page 10

Joins page 13



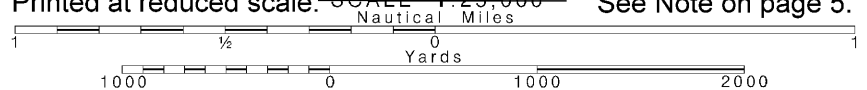




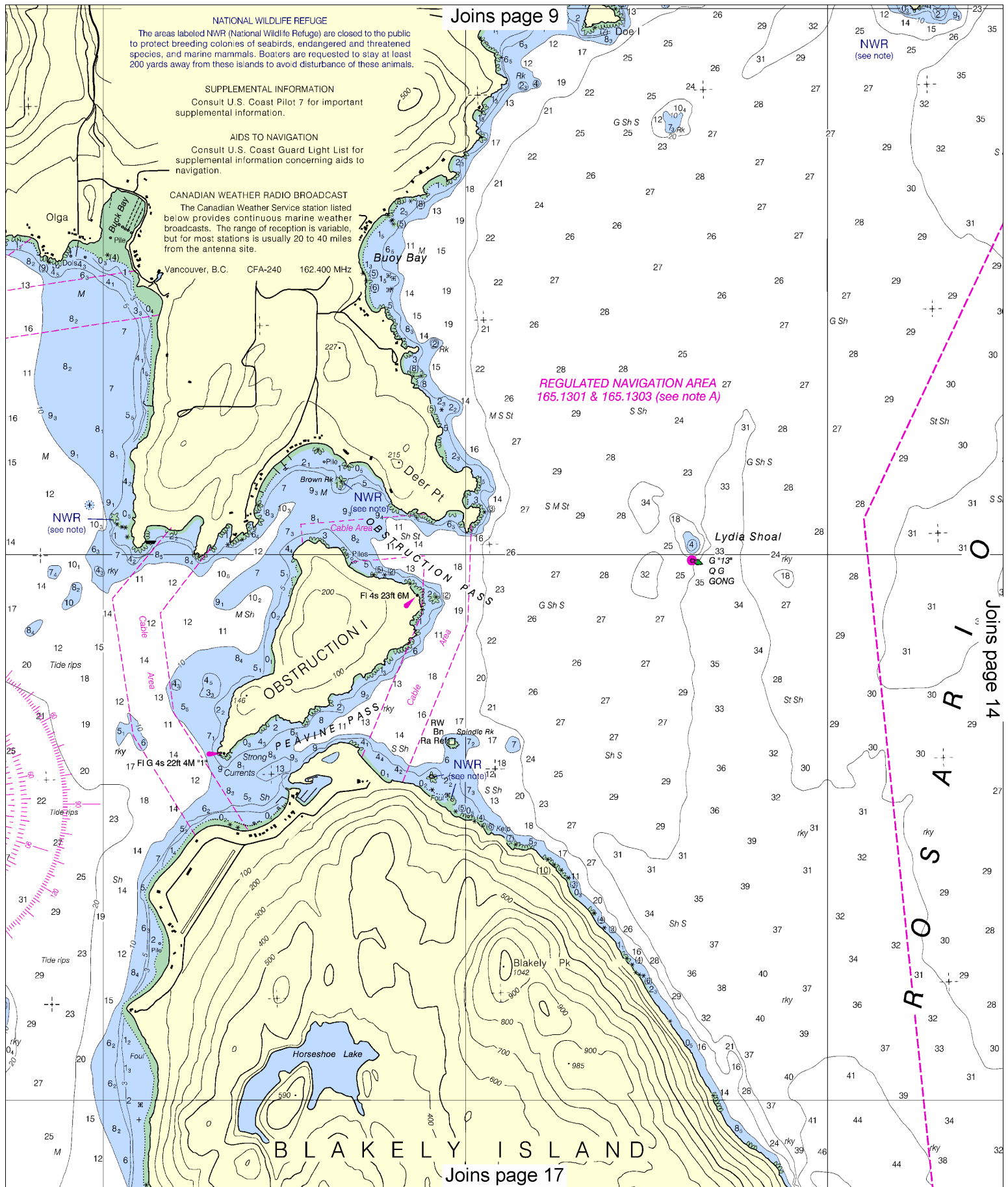
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



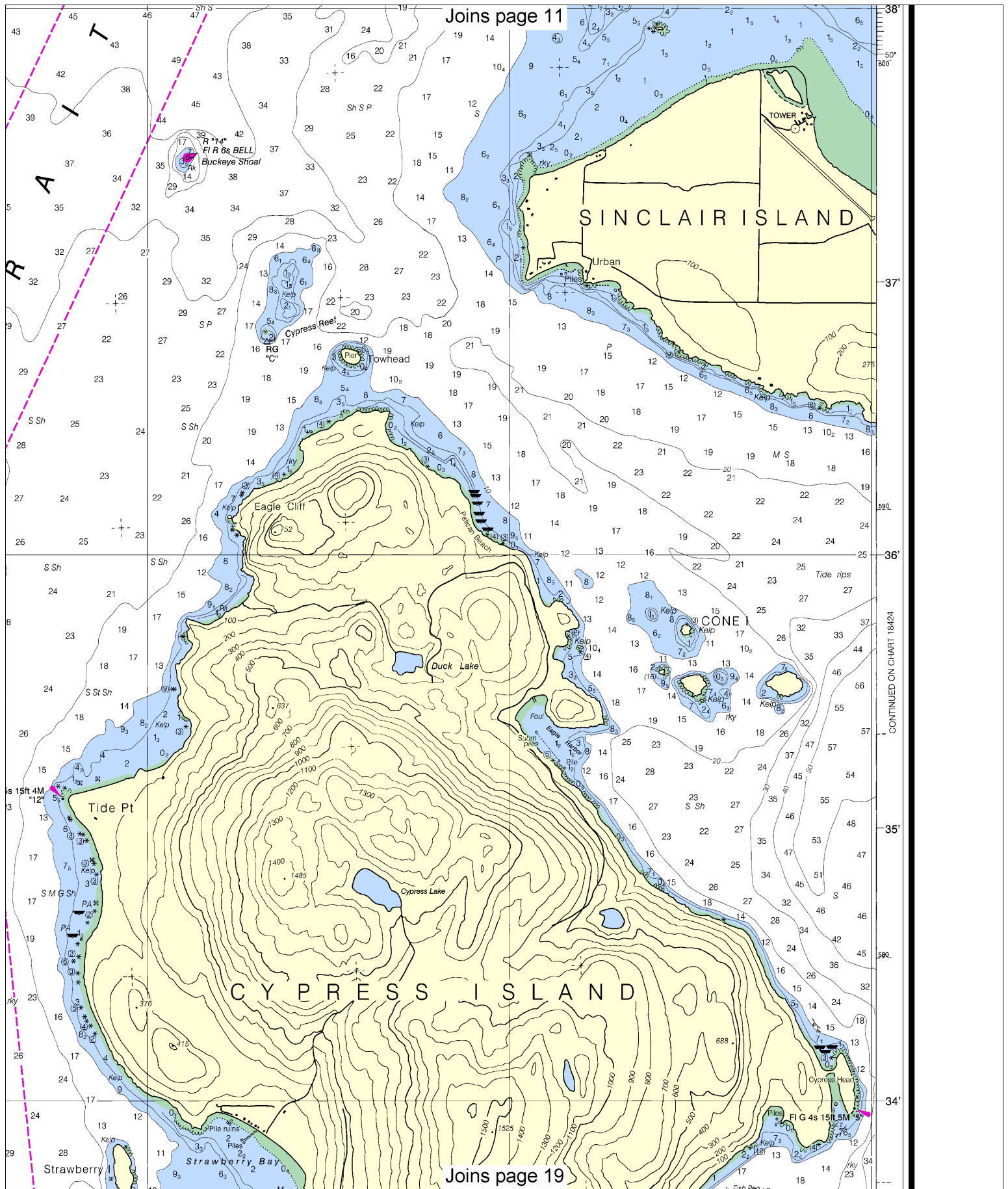
See Note on page 5.

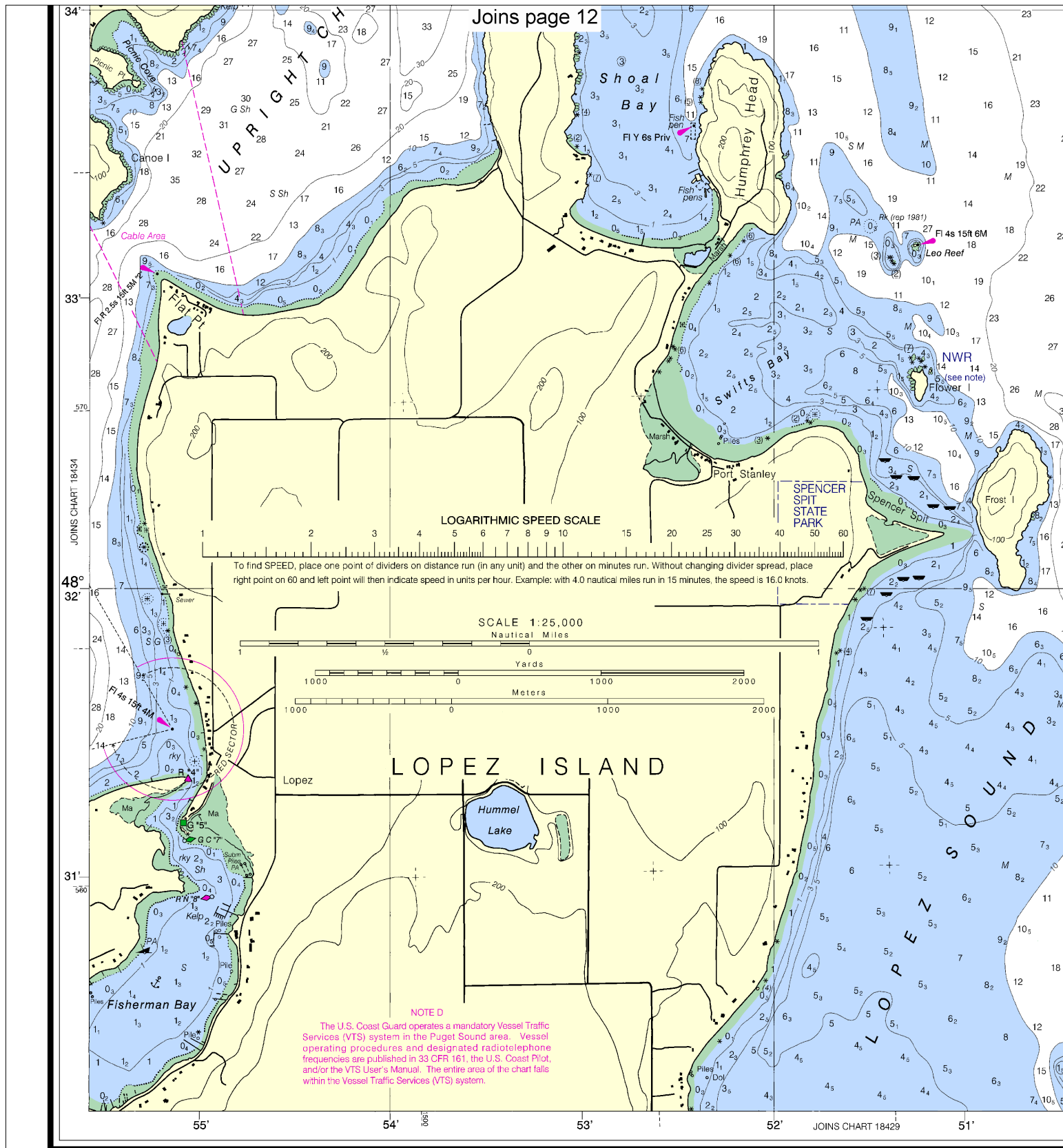


Joins page 9

Joins page 14

Joins page 17

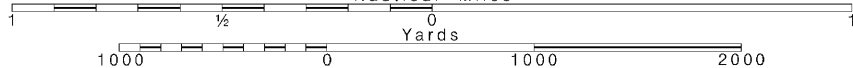




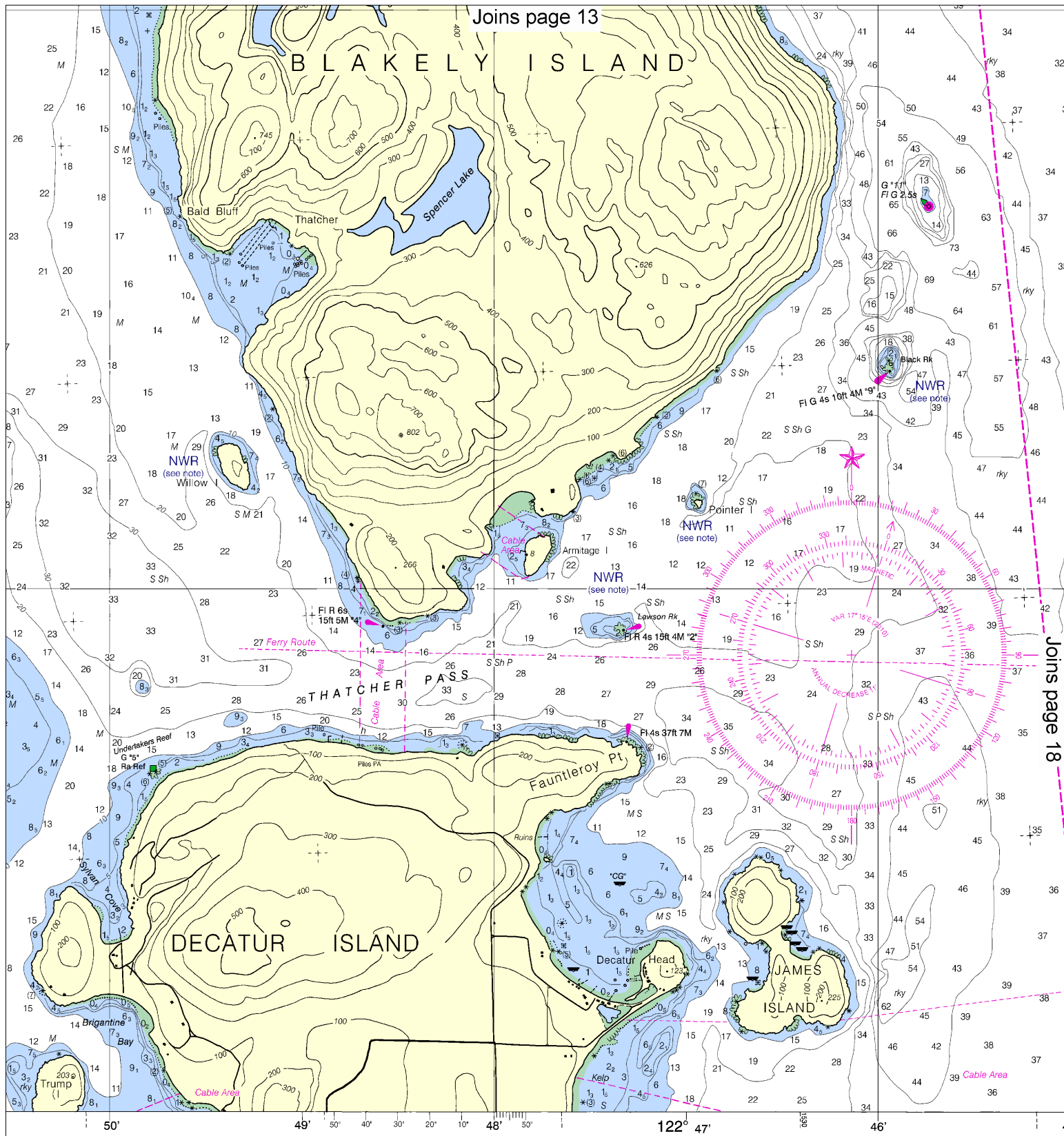
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



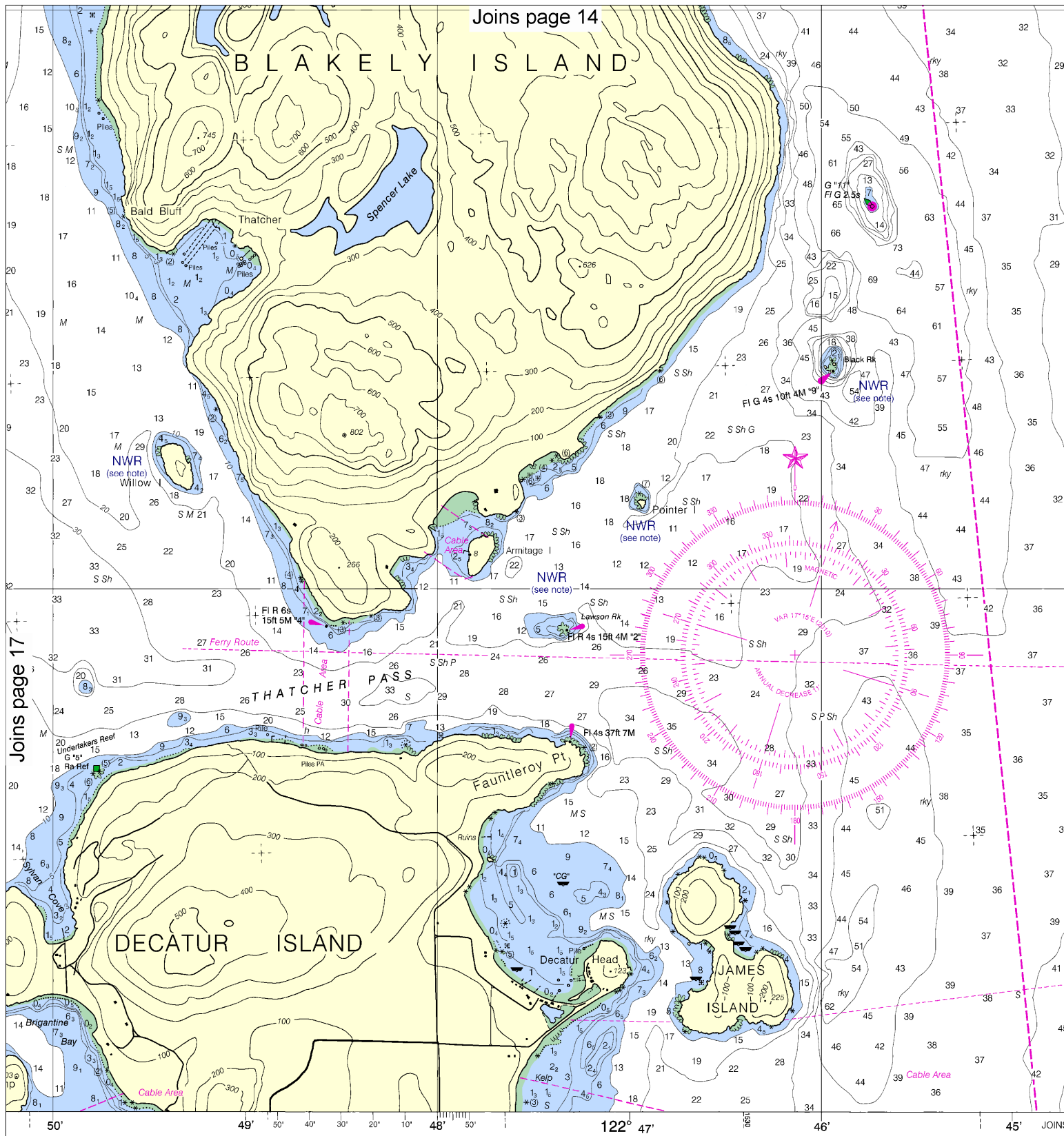
See Note on page 5.



S IN FATHOMS
 FEET TO 11 FATHOMS)

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATH
FE
MET



18 FATHOMS
(11 FATHOMS)

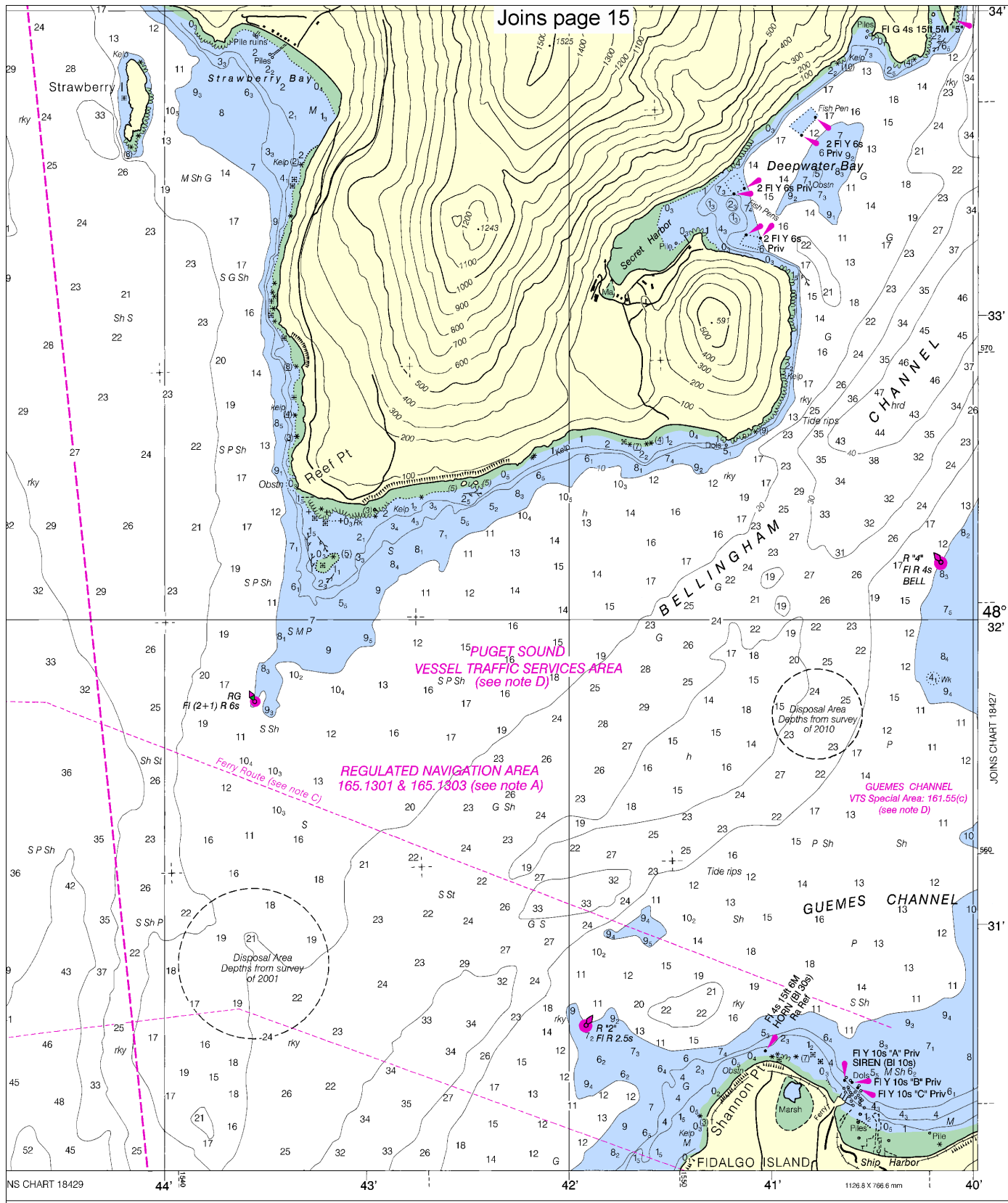
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1.1

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.
Nautical Miles
Yards
1 1/2 0 1000 2000

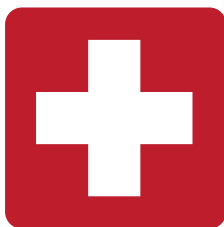


2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Rosario Strait Northern Part
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18430

ED. NO. 9
NSN 7642014011563
NGA REFERENCE NO. 18BHA18430



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

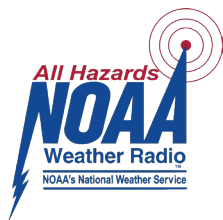
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker